

# HUMBLE APOLOGY IS MADE BY THRONE

## Chinese Emperor Sorry for Past Neglect of His People.

# BLAMES HIMSELF FOR ALL WRONGS

## Imperial Edict Issued, Granting Immediate Constitution and Cabinet in Which Nobles Shall Have No Share—Par- don Extended to All Po- litical Offenders.

Peking, October 30.—The demand of the National Assembly for a complete constitutional government has been acceded to by the throne. An imperial edict was issued to-day, apologizing for the past neglect of the throne and granting an immediate constitution, with a cabinet, from which nobles shall be excluded. A second edict grants pardon to political offenders connected with the revolution of 1910 and subsequent revolutions and to all compelled to join in the present rebellion.

The imperial edict, which is from the hand of the Emperor, Hsuan-Tung, says: "I have reigned three years, and have always acted conscientiously in the interests of the people, but I have not employed men properly, as I was without political skill. I have employed too many nobles in political positions, which contravenes constitutionalism."

"On railway matters one whom I trusted deceived me. Hence public opinion was roused. When I urged reform, officials and the nobles seized the opportunity to embezzle. Much of the people's money has been taken, but nothing to benefit the people has been achieved."

"Laws Not Obeyed." "On several occasions edicts have been promulgated, but none of them has been obeyed. The people are grumbling, yet I do not know. Disasters loom ahead, but I do not see."

After referring to uprising in various places, the edict continues: "The whole empire is seething. The spirits of our nobles and officials are unable to join the sacrifice properly, while it is feared that the people will suffer grievously."

"All these things are my own fault, and I hereby announce to the world that I swear to reform, and, with our soldiers and nobles, try the constitution faithfully, modifying legislation, promoting the interests of the people and abolishing their hardships. All in accordance with their wishes and interests. The old laws that are unsuitable will be abolished. The union of the Manchus and Chinese, mentioned by the late Emperor, I shall carry out now. Finances and diplomacy have reached deadlock."

"Even if all unite, I still fear that we may fail. If the empire's subjects do not regard and do not honor fate, the future of China is unshakable. I am most anxious day and night. My only hope is that my subjects will thoroughly understand."

The throne promises to organize a cabinet without nobles forthwith. The Manchu Prince Shih-shan, president of the Assembly, is expected to resign, and the Chinese Lichia Chai, succeeding the Manchu Kuei-chun, Minister of Constabulary, has been removed, and the Chinese Chao Ping-chun superseded him.

The lines around Peking are tightening. While there is no great danger among the higher classes and the foreigners, there has been a perceptible tensioning everywhere. The legation quarter is preparing for emergencies. In some cases temporary fortifications have been erected of bags of sand.

Not Yet Safe From Attack. Strong detachments of troops guard the palace and the gates of the city, but while the throne has made haste to comply with the demands of the 20,000 soldiers of the Third and Twentieth Divisions and the Second Mixed Brigade, composing the second imperial army for the Yangtze campaign, which were presented by the National Assembly, it cannot be said that Peking is yet safe from attack.

The imperial edict has been widely discussed, and it is generally believed it was issued in order to provide Yuan Shikan a powerful lever to use in his negotiations with the rebels. Its effect in Peking already is good. The fear of the people, which was great this morning when it became known that the capital was threatened with an attack unless the government acceded immediately to demands of far-reaching importance, had somewhat subsided to-night, though 500,000 Chinese continue to fear a massacre, while 100,000 Manchus are in dread of a Chinese attack.

At Tien Tsin the foreign troops marched under the concession to impress the natives with their numbers, armament and general preparedness. The customs commissioner received a letter, signed by Shih Yen-Pang, in behalf of the Tien Tsin branch of the revolutionary command, announcing its intention soon to take possession of the arsenal there.

Expect Attack on Wuchang. Hankow, China, October 29 (via Wuhu, October 30).—The imperial forces are preparing to follow up their victory over the rebels last week by an attack on Wuchang, which the revolutionists have protected by elaborate emergency fortifications, and Hanyang, which is regarded as of the utmost importance on account of the arsenal there.

Admiral Shih Chen Ping yesterday notified the foreign consuls that he was about to begin a bombardment of Wuchang, and asked that all foreigners be ordered to leave at once. The consuls are now in undisputed possession of the entire city of Hankow, including the powder factory. They also are in control of the railway.

(Continued from Sixth Page.)

# DIX ON STEEL SUIT

Says Co-Operation Should Be Conserved, Not Annihilated.

Albany, N. Y., October 30.—Governor Dix issued a statement regarding the suit to dissolve the United States Steel Corporation and the comments of President Taft in regard to the enforcement of the Sherman antitrust law. The Governor says he takes a great interest in this matter, owing to his position as chief executive of the State in which most of the large corporations have either their executive homes or their financial footing. "Rational agitation," he says, "demands that we cannot rest placidly in the political ideas of past centuries and the individualistic methods that governed the economic world up to the last decades of the nineteenth century. The world moves. Combination and co-operation are the great facts and forces of the age in which we live."

"The modern forces of combination and co-operation, and their origin in the spirit of American enterprise and national need and opportunity. They are forces which should not be annihilated, but conserved and regulated in the people's interest."

"We are suffering from a plethora of laws and regulations aimed at the conduct of business."

"When great enterprises make for economy and efficiency they should be left alone by the law; when they aim at oppression and extortion through monopoly, they should be curbed and regulated."

"The annihilation of so-called big business in this country is impossible. The great need of the time is to curtail ill-considered interference and, consistent with human rights, give the people play possible to the energy and resourcefulness of the American people."

# SACRIFICE HATS TO SAVE MEN

Women to Leave Them Off in Church, Robbing Nails of Essence.

Ithaca, N. Y., October 30.—A deplorable scene of the men of the church of the exercise that they do not attend divine services because they cannot see the minister because of the size of women's hats, 15 women members of the First Methodist Episcopal Church, with a suit in which others carried their hats in church.

The question was brought up at a meeting of church members, when Rev. Wallace E. Brown tactfully suggested that one reason advanced for the men not attending was the preponderance of millinery, and suggested that the women might perform a helpful service by taking up the question. Finally, one of the men offered a resolution that women no longer wear their hats.

All men were barred from voting, and the motion was carried by a majority of women votes.

# COPPER RIVER ROAD WINS

Miners' Suit for Its Right of Way on Cordova Tideland Is Denied.

Tacoma, Wash., October 30.—The Copper River Railroad, owned by the Morgan-Guggenheim syndicate, has won a suit in which it contested its right to the ownership of Cordova tideland, which are absolutely necessary for its maintenance of deep-sea wharves. The decision was by Judge Thomas Lyon of the First Alaska Judicial District.

The suit was brought by the railroad to secure its right of way along the tideland of Cordova Bay, and later Jack Dalton and Al Lowe located mining claims and wanted to extend their boundary lines over the right of way. Long and complicated litigation followed.

The decision gives Dalton title to upland and tideland areas, but the railroad is given complete title to its right of way. Dalton and Lowe must remove their wharves and crossings under and over the railroad tracks.

# VICTORIES DUE TO AIRCRAFT

Italy Finds Them Valuable in Tripoli.

Turks Poison Wells. Home (via the Frontier), October 30.—The Italian commander has described the great value of the aeroplane in the war. By their reconnaissance it has been possible to learn the disposition of the Turkish forces, the strength, and some times the efficiency of the enemy. In this way the Italian commander has been able to distribute his troops in such a manner as to make almost certain the repulse of an attack from any direction.

Military critics here are of the opinion that when a signaling system from the aeroplane has been perfected, the real direction of the war will develop upon officers in those machines.

According to further official reports, the Turks have resorted to all methods of poisoning the Italian troops, including the poisoning of wells. This, however, has failed in its object, as, in compliance with the orders of General Canova, which have been strictly enforced, nobody is allowed to touch water before it is scientifically examined.

# NOW EN ROUTE TO NEW YORK

Body of Joseph Pulitzer Being Taken There for Burial.

Charleston, S. C., October 30.—Accompanied by the widow, Mrs. Katherine Pulitzer, the body of Joseph Pulitzer, publisher of the New York World, who died aboard his steam yacht Liberty in the harbor yesterday, was taken to New York at 4:35 this afternoon. A private car, drawn in morning, was attached to an express train on the Atlantic Coast Line. Mr. Pulitzer's eldest son, Ralph, will meet the funeral train between here and Richmond. Others of the family are bound for New York. Scores of telegrams of condolence have been received by the widow and son, the expressions coming from people of prominence in many fields.

# GOATS' MILK FOR INEBRIATES

Suggested as Remedy by Woman Doctor of Boston.

Boston, October 30.—Goats' milk is the latest remedy for the drink habit, Dr. Adelaide M. Abbott, superintendent of the department of health and heredity of the Woman's Christian Temperance Union, declares that it is a specific, and recommends that the city keep a herd of goats in Franklin Park, and distribute the milk once or twice a day to inebriates throughout the city.

"If an abundant supply of pure goats' milk could be provided at the cost of distribution by the city or State, it would be a great aid toward the suppression of intemperance, pauperism and all evils growing out of alcoholism and improper nourishment," says Dr. Abbott. "I believe this is the solution of the greatest economic and sociological problem which confronts the country to-day."

# ADmits POSSIBLE DEFEAT OF PARTY

## Taft Surprises Hearers by Apparent Air of Hopelessness.

# FRIENDS ATTEMPT AN EXPLANATION

## Ascribe His Utterances to Great Weariness After Long and Arduous Tour of Speech- making—Steady Strain of Past Weeks Has Told on Him.

Chicago, Ill., October 30.—President Taft surprised a large audience at the dinner of the Hamilton Club to-day by what most of his hearers construed as an admission of the possibility of Republican defeat in the coming national election. He was speaking to what had been promised to be an unusually enthusiastic audience of Republicans.

Those present hastened to ascribe the President's utterances to weariness after his long tour of speechmaking, and especially after the three days' "campaign" in Chicago. It was his last public utterance in Chicago before leaving for Pittsburgh to-night.

"Now we are at, some people think, the crisis in the Republican party with reference to its continuance in the guidance of the nation," the President said. "I am aware that the good people of the country, who know a good thing when they see it, having only chastened us in an off year, in order that we may be better hereafter, but with no intention of shifting from shoulders the burden of the present problem, and carry them to a successful solution, to those which are untried and which have new theories of action that we do not believe in, and that we don't believe the people believe in."

"However, if so be it, and they desire to make a change, we shall loyally support the new government under any conditions, with the hope it will insure to the benefit of the country, but with the consolation that if after one year the people think they ought to go back to the old party, that has served them so well in the progressive days of the nation, they will do so. We can bear that, my friends; that is all."

After his address the President retired to his hotel for rest. Though he professed no weariness, the three days' steady strain told on him, and it was a tired man who led the presidential party out of Chicago at 5:30 P. M. over the Pennsylvania Railroad for Pittsburgh.

The address before the Hamilton Club, in which the possibility of defeat found expression, followed the laying of the corner-stone of the new home of the Hamilton Club, one of the leading Republican clubs of the Middle West.

# JUDGE ACCUSES DEFENSE

Says It Is Trying to Circumvent Ruling of Court.

Los Angeles, October 30.—Judge Walter B. Dwyer accused the defense in the McNamara murder case to-day of trying to circumvent his ruling and rejected two challenges against talesmen, those challenges having formed the basis of his accusation.

He also refused to the defense the privilege of challenge against a juror who said he would not convict a prisoner in a capital case on circumstantial evidence alone, holding that this challenge was available only to the State.

Under these rulings the jury box contained at the close of court to-night three men passed for cause by both sides in addition to the four previously qualified.

Both of the court's main rulings Attorney Charles S. Darrow took exception in behalf of his client, James R. McNamara, who is on trial for the murder of Charles J. Haggerty, a victim of the Los Angeles Times explosion a year ago.

# HUNDREDS SEE A SUICIDE

Poorly Dressed Man Jumps From Bridge Before Crowd.

Wilmette, Ill., October 30.—Jumping from the Evanston Bridge yesterday afternoon a man, who has not been identified, was drowned in the Brandywine Creek while several hundred persons stood on the banks, powerless to rescue him. The man's act was deliberate. Those who were watching the body on the bridge said he was under the influence of liquor. He stopped at the east end, tossed his hat into the water and then plunged over the railing. Elijah Higgins, a boatman, brought him to the surface with a boat hook about ten minutes later, and Dr. A. Robins, who was passing, ordered the man sent to the hospital, as he found signs of life, but the man died in the ambulance. Nothing was found in the pockets that would furnish a clue to the identity of the stranger, who was about forty-five years old and poorly dressed.

# WIRELESS STRAYED AFAR

Messages Between Cuba and Panama

Washington, October 30.—Army and navy officers who are developing wireless for the services would give a good deal to know how a squad of signal men recently practicing near Fort Leavenworth, Kan., and equipped with only a regular army service set of instruments and an aerial pole forty feet high picked up wireless messages being exchanged by the naval station at Guantanamo, Cuba, with the Isthmus of Panama.

Usually the instruments cannot be depended upon to work clearly more than 100 miles, but they sometimes have peculiar sensitiveness, such as was shown in this case.

# SULLEN WARSHIPS PROVIDE THRILLS

## Sea Monsters Are Viewed by Hundreds of Thousands.

# LINE EXTENDS FOR EIGHT MILES

## Giant Dreadnought Florida Takes Her Place in Armada, and Fleet Now Is Ready for Review by President Taft and Secretary of Navy.

New York, October 30.—With searchlights flashing and hulls and rigging outlined in myriad incandescent lights, the vessels of the great fleet assembled here for presidential review, presented a picture of marvelous beauty to-night. The Hudson River, where the warships lie, stretching out nearly two-thirds of the length of Manhattan Island, was illumined as never before by night.

People flocked to the river front by hundreds of thousands to witness the spectacle, which outdid in brilliancy even the great display during the Hudson-Fulton celebration.

The battleship line was extended to its full length to-day, when the last of the searchlights assigned to take part in the review—the Dreadnought Florida—steamed slowly from her berth at the Brooklyn Navy Yard, on her first trip under her own steam, and joined the armada.

Crashing salutes from the other ships greeted the new giant.

With the bringing of the Florida in line to-day, the collection of warships was practically completed. All told the vessels now number an even hundred.

Its Prodigious Power. The prodigious power of this grim array is fearful to contemplate. In fifteen minutes they could blow New York off the map. Dark, sullen, impressive, the spectacle of the sea monsters by night provided thrills for thousands of Manhattanites and visitors who thronged the riverbanks to witness this evening and gloried in the play of searchlights, in the chug-chug of launches as parties of blue-jackets left their floating homes on shore leave and in occasional snatches of martial music by the sailors' band wafted over the waters by the wind.

The vessels are grouped in three divisions and extend northward from Fifty-seventh Street in the Hudson for a distance of eight miles. The first group is comprised of battleships, cruisers and colliers. They face New York. The submarines are just astern of the battleships. The second group consists of destroyers and auxiliaries. The third group is made up of torpedo boats.

The fleet of battleships mounts exactly 100 guns, manned by about 17,000 officers and men. The total displacement of the fleet is 575,599 tons.

The Secretary of the Navy and thirty will review the vessels from the deck of the Mayflower to-morrow. In the evening, Halloween night, the whole 100 ships-of-war will be strung with electric lights. On the day following Secretary Meyer will inspect the vessels in case of disaster.

There are thirty-one battleships and armored cruisers in the harbor. In the destroyer class thirteen of Uncle Sam's total fleet of thirty-four vessels are in New York. Nine torpedo boats out of a flotilla of thirty-two, and eleven submarines out of eighteen owned by the United States are also here.

These smaller boats will play a prominent part in the manoeuvres which will mark the mobilization.

Waters Well Patrolled. Great care has been taken by Rear-Admiral Osterhaus, ranking officer of the fleet, to see that the shipping of the harbor is not interfered with, and on the day of the naval review, police boats and launches from the squadron will patrol the waters and keep order among the thousands of pleasure craft and fishing boats that will crowd the Hudson.

Much interest is manifested as to the exact nature of the manoeuvres that will be held.

(Continued on Page Seven.)

# OPINION ASSURES FEDERAL CONTROL

## Power of State Commis- sions Over Railroads Eliminated.

# COURT DECIDES MOOT QUESTION

## Safety Appliance Law May Be Enforced on Equipment Which Is Used in Intrastate Traf- fic—Interstate Commerce Commissioners Are Jubi- lant Over Outcome.

Washington, D. C., October 30.—Complete control of all the railroads of the country by the Interstate Commerce Commission and virtual elimination of the State commissions from such control is foreshadowed in an opinion handed down to-day by the Supreme Court of the United States. The court held that hereafter all locomotives, cars or other equipment used on any railroad which is a highway of interstate commerce must comply with the Federal safety appliance act.

In its opinion the court held that compliance with Federal law is compulsory on all railroads which are engaged in the transportation of persons or freight across State lines.

Elaborating this, however, it held that the cars or equipment of such roads, even if engaged in such transportation within the confines of a State, must be considered as part and parcel of the road, and therefore completely under the jurisdiction of the Federal commission.

Commission Jubilant. Members of the Interstate Commerce Commission, who have been embarrassed on numerous occasions by claims of authority with State commissions, are jubilant at the ruling of the Supreme Court, which was unanimous. Referring to the court's opinion, Commissioner Franklin K. Lane declared "It meant eventually that there is to be no dual control of interstate carriers."

The determination of this moot question was laid down in an opinion read by Justice Van Devanter in a case instituted by the government against the Southern Railway. The point at issue was whether the Federal act applied in the case of a shipment from one point in Alabama to another point in the same State, the shipment being in an improperly equipped car. The lower courts held that there had been a violation of the law, and that judgment was sustained by the Supreme Court.

Justice Van Devanter held that the law applied to all equipment on a highway of interstate commerce, whether or not at the time it was carrying interstate or intrastate commerce. He held that the Federal act applied in the case of a shipment from one point in Alabama to another point in the same State, the shipment being in an improperly equipped car. The lower courts held that there had been a violation of the law, and that judgment was sustained by the Supreme Court.

"Speaking only of railroads, which are highways of both interstate and intrastate commerce," said Justice Van Devanter, "these things are of common knowledge. Both classes of traffic are at times carried in the same car, and when this is not the case the cars in which they are carried are frequently commingled in the same train, and in the switching and other movements at terminals."

"Cars are seldom set apart for exclusive use in moving either class of traffic, but generally are used interchangeably in moving both; and in the situation is much the same with watermen, steamships and like conveyances, which usually, if not necessarily, have to do with both classes of traffic. Besides, the several trains on the same railroad are not independent in point of movement and safety, but are interdependent; for whatever brings delay or disaster to one, results in disabling the others. Its operations, is calculated to impede the progress and imperil the safety of other trains. And so the absence of appropriate safety appliances from any part of any train is a menace, not only to that train, but to others."

Effect Far-Reaching. The decision of the court generally is regarded as of far-reaching significance and importance. It will enable the commission hereafter to enforce, practically without question, its orders based upon that law. Those who casually examined the opinion were struck by its broadness and its application to whether a State may regulate freight and passenger rates on intrastate traffic when such regulations interfere, or might interfere, with interstate commerce. The Supreme Court is to consider the question of whether a State may regulate freight and passenger rates on intrastate traffic when such regulations interfere, or might interfere, with interstate commerce.

It is the best judgment of those conversant with the situation, however, that to-day's decision is little, if any, bearing upon the rate cases.

Mr. Lane said he was gratified that the Supreme Court had rendered the decision, because it made for better, safer and more economical operation of the railway systems of the country.

# EX-SHAH WINS; RUSSIA AIDS

Tehran Hears of Defeat of Government Forces, Czar's Troops Assailing.

Tehran, October 30.—Dispatches received here say that the ex-Shah, Turcomans, assisted by Russian troops and the fire of Russian gunboats, have completely defeated a government force near Bender-Gex.

The camp of the ex-Shah is now near Gush-tepe, where the deposed Shah first landed on his return to recapture the throne. It is further stated that he has ordered 5,000 rifles and ten rapid-firers from European firms.

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# GIRLS LOST ON GIANTS

So They Had to Make—Hike of Sixteen Miles.

Terre Haute, Ind., October 30.—Six girls yesterday paid a bet they lost on the recent world's baseball series by walking to Brazil, a distance of sixteen miles. The girls were on the road six hours, and they returned last night on an interurban car. They are members of a social club, and took an active interest in baseball affairs.

# DISASTER IS EXPLAINED

Austin Dam Not Built According to Plans.

Albany, N. Y., October 30.—The recent disaster at Austin, Pa., resulted from alleged failure to carry out the original plans for the construction of the dam, according to a statement given out to-day by the State Conservation Commission, based on a preliminary report by Alexander R. McKim, State inspector of dams, who, with the consulting engineer, Pen and Hazard, Inc., inspected the Austin dam, October 11.

"Mr. McKim found that in two vital points, which heretofore have escaped public notice," says the statement, "portions of the dam as actually constructed differed so widely from the original plans that the dam was doomed to failure. In the first place he was dumbfounded to find that at least one portion of the dam which drawings published showed to be thirty feet thick at the base, was only twenty feet thick."

"To make matters worse, he could find no trace of the existence of a cut-off or 'key,' which the drawings showed, the entire length of the dam from bank to bank of the stream. The designs showed that it was to be sunk four feet into the rock and be four feet thick at the base. The purpose of this cut-off wall was to prevent the impounded water from creeping under the dam and the Sublet wards, a vital point. In addition to this function it was intended to prevent sliding of the dam on the bed rock."

"Only twice in its brief history was this dam filled with water, and then only for a short period. The first time the water rose to the top of the dam was on January 21, 1910. Two days later the dam slid down stream about four feet, and the water level was drawn off, as the newspapers stated at the time. The water never got so deep as the rain of the last week of September, 1910, which brought it nearly to the crest of the dam again, and after failure resulted. In view of the facts above, no other result was possible."

"The dam was built on a bed of sand, and the water level was drawn off, as the newspapers stated at the time. The water never got so deep as the rain of the last week of September, 1910, which brought it nearly to the crest of the dam again, and after failure resulted. In view of the facts above, no other result was possible."

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